

## CENTRAL INTELLIGENCE AGENCY

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## REPORT

This is UNEVALUATED Information

**SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.**

1. Aircraft Counts  
18 April - 1 May
- 27 IL-28's (including at least 4 U-IL-28's)  
2 LI-2's  
2 YAK-14's

- 25X1

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FLASH (18)

[illegible]

(Note: Washington distribution indicated by "X"; Field distribution by "#".

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move on to the surrounding sandy verges, at least one becoming bogged down and being required to discharge its fuel contents into four smaller 4,000-liter-type tankers. On two occasions since their arrival, when four U-IL-28's had landed after carrying out local flying, the aircraft have been refuelled on the large squarish apron situated at the extreme end of the runway, approximately midway between the runway itself and the southern parallel taxiway.

After refuelling, these aircraft were towed by tractor back to their dispersal points. Since 18 April no aircraft have been observed being refuelled at their actual dispersal points.

During the last two weeks of April there have been 2 x 5-axled heavy fuel trucks located one on each of the two large squarish hardstands located south of each end of the fuel-truck runway. Two other heavy 4-axle-type fuel trucks were located on the south-east corner of the airfield in the vicinity of the U-IL-28 aircraft.

- c. Any maintenance so far observed being carried out on the aircraft has been undertaken at their respective dispersal points along the southern taxiway.
- d. Since the arrival of the aircraft on the airfield a single 2-axled radio van together with a 3-axled truck, a jeep, and a tractor have been parked on the series of fighter readiness strips adjoining the take-off end of the runway. No chequered runway controllers' caravan has as yet been observed on the airfield.
- e. A temporary air-traffic control tower appears to have been established in a wooden hut measuring about 6 x 6 m. This hut is located approximately midway between the runway of the southern parallel taxiway, about 10 m. due east of the former Gross Dölln/Vietmannsdorf road. A single pair of field telephone cables has been laid from this hut back to the main quartering site, leading into the building known locally as the H. Q. The permanent airfield air-traffic control tower is at present under construction at a site approximately 500 m. east-south-east of the temporary wooden air-traffic control tower. This new building has so far only reached ground level but considerable priority appears to have been given to its early completion.
- f. Flying to-date has been very irregular, it being estimated that no more than 30 sorties have been undertaken by the entire unit since its arrival on the airfield. Of this total approximately 75% has been undertaken by U-IL-28's carrying out wide circuits of the airfield, mostly with the under-carriage down, one U-IL-28, No. 02, appearing to undertake the majority of the flying.
- g. The two IL-2s appear to make a daily sortie away from the airfield, returning approximately three to four hours later and unloading wooden boxes of various sizes.
- h. For take-offs and landings only the main East-West runway has been used, each aircraft, after landing, back-tracking along the runway and returning to its dispersal by way of the nearest lead-in connecting lane. No aircraft have as yet attempted to use the similar NNE/SSW taxiway/runway. Work is still being undertaken to clear the surface of this taxiway, which as yet is still unserviceable.

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4. Personnel

- a. It is estimated that there is a total of between 1200 and 1500 airforce personnel stationed on the airfield as well as a total of about 40 - 50 Russian families. The officers and families have been accommodated in three of the brick-built barrack blocks on the main quartering site. All air crew personnel appear to be billeted on the northeast block of this same site, while the 5th barrack block, plus a series of adjoining wooden hutments, has been occupied by the airforce EM.
- b. The airforce unit occupying the airfield has been formed by at least four special detachments:
  - i. An original party of approximately 400 EM, which arrived on 22 - 23 April by road, had come from Oranienburg.
  - ii. Three other airforce detachments totalling between 700 and 800 arrived on the airfield during early April. Of these, one party of about 150 men is known to have come from Neuruppin. The second detachment of approximately similar strength is known to have come from Werneuchen.
  - iii. From a conversation with a Russian family shopping in the airfield H.O. it was learned that the main flying unit together with the Russian families all arrived from Riga. The Russian wives have shown unusual enthusiasm for purchasing as much of the shoddy East German articles as possible from the H.O., the latter being swamped and exhausted of stock within three days of its opening.

5. Fuel Trucks

There appear to be an unusually high number of fuel trucks, both of the prime mover and the trailer type, stationed on this airfield. On both 28 and 30 April, the following fuel trucks were identified on the airfield, the majority being parked in the vicinity of the No. 1 fuel installation:

3 super-heavy MAZ 5-axled tank truck / prime mover units, each with an estimated capacity of about 18000 liters. Each of these vehicles has a total length of 15 m. and all rear wheels are double-tired.

10 heavy MAZ 4-axled tank truck / prime mover units, each with a capacity 8,000 liters. These vehicles have a total length of 13 m. (paced out).

32 3-axled Studebaker and ZIS-151 prime-mover tank trucks, each with a 4,000 liter capacity.

15 trailers, with an estimated 2,000 to 3,000 liter capacity.

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6. Arrival of Aircraft Bombs

Additional small quantities of aircraft bombs have arrived on the airfield, these being unloaded from the cars onto the loading ramps and stored in each of the three sheds located in No. 1 storage installation. By the close of the period of the report it was estimated that there was a total stock of approximately 1,000 to 1,200 bombs stored at this site, about 75% appearing to be 250-kilo-type bombs, while the remainder appeared to be of the 500-kilo type. All the bombs arrived uncased, fitted with 2-loop/girdles which enabled the bombs to be rolled into sheds. As yet there are no cranes or other permanent unloading tackle installed at this depot.

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7. Radio Installations

As at 1 May 1955 the following radio installations were positioned in the eastern runway approach funnel:

- a. A single-masted aerial, approximately 8 m. in height and secured by 3 pairs of guy wires, was located at MR VU 057772 in Jagen 183 (about 1700 m. from eastern end of runway).<sup>1</sup>
- b. A similar radio mast was located at MR VU 081772 in Jagen 114, about 4,100 m. from the eastern end of runway.
- c. Work was in progress on 30 April in erecting a 4-masted Adcock type D/F station in Jagen 114, approximately 100 m. south of the single-masted aerial located nearby.

At the base of the two above-mentioned masts there was a 2-axled radio van. Both sites were manned by small parties of airforce personnel.

8. Security Precautions

- a. With effect on 1 May, a new combined Russian/German pass was issued to German workmen employed by the Bau Unions Brandenburg and Magdeburg who are required to work in the newly imposed restricted areas of the airfield. Without this new pass no civilian is permitted to enter any of the restricted installations or approach the runway unless escorted by a sentry. The former special German workman's pass is still required before entry into the normal airfield perimeter is permitted. As, however, this original pass was only in German and very few of the Russian guards were able to understand it, it would appear that all workmen on the airfield will be issued the new type of security pass. At present it is estimated that only one third of the German employees possess this special pass.

- b. As at 1 May the limits of the special security zones were as follows:

1. No. 1 Storage Installation

This depot is surrounded by a barbed-wire fence approximately 2½ m. in height and is guarded by a permanent detachment of approximately 20 airforce EM. The latter are accommodated in a wooden barrack hut located in the southwest corner of the site. Six guard dogs have now been allocated to this detachment.

- ii. Main Runway Area

The southern boundary of this area is particularly strongly patrolled by pairs of airforce sentries who stop all workmen on sight and demand their special pass. No civilian traffic is permitted in this area without being accompanied by a guard. The northern, eastern, and western perimeters are bounded by a somewhat dilapidated wire fence the inside of which is loosely patrolled by airforce sentries. Anyone found wandering in this northern area is arrested and held in custody until a satisfactory explanation has been given.

- iii. No. 1 Fuel Installation

There is a detachment of at least 20 airforce guards patrolling the outer barbed wire of this installation. Any workman entering this depot has to produce a special authority signed by the Soviet officer and must be accompanied by an airforce guard.

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9. Access To Airfield

- a. Access to the airfield is officially possible at one entrance only, all civilian vehicles and workmen having to enter by the southern check point of the Gross Dolln/Vietmannsdorf road, and then passing through the main road block on the southern airfield perimeter fence.
- b. There is a further check point/road block for the airfield on the same Gross Dolln/Vietmannsdorf road located on the northern airfield perimeter fence. This point is reserved exclusively for the use of Soviet military vehicles bringing rations to the airfield from Templin. No civilian vehicles are permitted to use this airfield, although up until the close of the period of the report workmen were permitted to enter by this gate and cross the airfield in a convoy up to 0700 hours.
- c. Although civilian vehicles are only permitted to enter by the southern entrance of the airfield, civilian workmen have so far been permitted along any of the converging approach roads and allowed to enter the airfield on production of their Bau-Union pass. On each of these converging roads there is a system of check points, each manned by an airforce N.C.O. and 2 EM. Any vehicles approaching along the roads are turned back and any civilians attempting to pass must produce their special pass or other authority justifying their entry into the immediate area surrounding the airfield. The area within these check points established around the southwest dispersal area of the main quartering site is loosely patrolled by roving airforce sentries.

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